

Rpt. 9.

No. 11807

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 20/5/41. When handed in at Local Office 24th May 1941 Port of Kobe.

No. in Reg. Book. 77761 Survey held at Innoshima. Date, First Survey 24/4/41 Last Survey 7/5/1941. (No. of Visits Five.)

on the Machinery of the ~~Wood-Lesson~~ Steel S/S "KOTOHIRA MARU".

Tonnage { Gross 6101 Net 4485 Vessel built at Innoshima. By whom Osaka Iron Works, Ltd. When 1918 6mo.

Nominal Horse Power { 553 NHP Engines made at Osaka. By whom Osaka Iron Works, Ltd. When 1918.

No. of Main Boilers 3 SB Boilers, when made (Main) 1918. (Donkey) --

No. of Donkey Boilers -- Owners Naigai Kisen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs. Managers Port Kobe. Voyage

in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both Innoshima Dock. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE & TS.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined --

Was a damage report made by anyone else? If so, by whom? --

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? --

Donkey --

this was not done, state for what reasons? Not submitted for survey at this time.

and what parts of the Boilers could not be thus thoroughly examined? --

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? --

State latest date of internal examination of each boiler. Present condition of funnel(s) --

Did the Surveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --

Did the Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- and of the Donkey Boilers? --

Did the Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boilers? --

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No If so, state reasons --

Has the shaft now fitted been previously used? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

State date of examination of Screw Shaft May, 1941 State the distance between lignum vitae on stern bush and top of after bearing of screw shaft Close fit.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light fitted? Yes.

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? --

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOW DONE:- Vessel placed in dry dock, propeller, stern bush, and shell fastenings of sea connections examined and found in good condition.

Tail Shaft with continuous liner examined and found in good condition.

S.R.L.:- Nothing done at this time.

REPAIRS DUE TO DAMAGE stated to have been caused by the vessel bumping against the Government Coal Pier at Muroran on the 11th April, 1941, whilst coming alongside, afterwards grounding and subsequently flooding in all holds, bunker and machinery space. For further particulars please see Kobe Damage Report dated 12th May, 1941, attached hereto.

It was stated the vessel bumping against the pier at 1.25 p.m., subsequently flooding in holds due to broken shell plating under water, and then went aground at 1.45 p.m. on the 11th (P.T.O.)

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9,11, B.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of Tail Shaft (CL) seen 5,41, subject to main engine M.P. cylinder slide valve casing being renewed before the end of September, 1941, and water end of ballast pump being renewed at the first opportunity.

Survey Fee (per Section 29) Yen 35:00 Fees applied for 19/5/1941

Special Damage or Repair Fee (if any) (See Hull Report) Received by me, 22/5/1941

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute

Assigned As now Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010369-010377-0148½

April, 1941. After efficient temporary repairs carried out she was refloated at 3.00 p.m. on the 14th April, 1941, under her own power.

DAMAGE REPAIRS:-

It was stated that the machinery space was flooded by sea water about 12 feet above tank top.

Main engine crank, thrust and intermediate shafts examined.

Main bilge pump overhauled, examined and repaired as necessary.

3 main boilers opened up, examined and repaired as necessary.

Asbestos lagging for 3 main boilers, part damaged by water - now renewed as necessary.

Auxiliary machinery in engine room overhauled, examined and repaired as necessary.

Asbestos lagging for auxiliary machinery in engine room - damaged by water - now renewed.

One 15 K.W. dynamo, damaged by water - now taken in shop, cleaned, dried, out, tested and repaired as necessary.

Main switchboard and fittings, damaged by water - now cleaned, tested and repaired or renewed as necessary.

Electric wiring and fitting in engine and boiler rooms and shaft tunnel - damaged by water - now tested and repaired or renewed as necessary.

Forced draught fan casing - cleaned.

Bilge pipes and rose boxes in machinery space - removed, cleaned and repaired or renewed as necessary.

All submered steam and feed pipes - examined and repaired as necessary and their lagging renewed.

Pressure gauges in machinery space tested and repaired or renewed as necessary.

Wooden flooring in engine and boiler rooms and shaft tunnel - damaged or lost - now renewed or repaired as necessary.

Running stores as per list stated to have been damaged or lost - now supplied.

All removals to effect repairs replaced in good order.

REPAIRS DUE TO WEAR AND TEAR:-

Bottom half of stern bush - re-wooded.

Other minor repairs and adjustments carried out.

LIST OF RUNNING STORES stated to have been damaged or lost.

<u>ITEM</u>	<u>NUMBER</u>
Engine Oil,-----	50 gallons.
Cylinder oil,-----	20 "
Dynamo oil,-----	20 "
Colza oil,-----	5 "
Kerosene,-----	10 "
Kerosene (Lamp use),-----	10 "
Boiled oil,-----	20 "
Boiler compound,-----	2 cans.
Graphite,-----	2 "
Paint, red lead,-----	2 "
Paint, white lead,-----	2 "
Soda,-----	3 boxes.
Cokes,-----	2 bags.
Superheater packing,-----	5 sheets.
Lime,-----	5 bags.
-----000-----	